

## The Challenge

Rhode Island, like many other states in the nation, is facing a transportation funding crisis. Across the country, state DOTs are examining alternative means to provide the revenue necessary to address their rising funding needs.

The State's current transportation funding cannot meet the demand to maintain and operate its infrastructure.

This is why Rhode Island Governor Donald L. Carcieri commissioned a Blue Ribbon Panel on Transportation Funding. The panel found that in order to

**'We stand ready to put people to work.'**

— RIDOT Director Michael P. Lewis

properly maintain our highway system, the State will need to spend approximately \$640 million per year. Current state and federal funding provides about \$354 million, leaving a gap of \$285 million per year. The gap continues to widen as the cost of construction materials increases dramatically, the revenue derived from the gas tax decreases, and the infrastructure continues to age and deteriorate.

Additional investment in transportation is critically important to help ease a backlog of projects. This will allow time for the State to examine the recommendations of the Blue Ribbon Panel.

RIDOT has taken a proactive approach in utilizing Federal Economic Stimulus funds. This includes identifying projects ready for construction. Rhode Island is poised to hit the ground running.

## Major needs, major dollars

RIDOT has two large-scale projects to complete in the coming years. They are prime examples of the need for additional spending on infrastructure improvement in Rhode Island.

The Providence Viaduct Bridge carries 186,000 vehicles a day on I-95 North and South through downtown Providence. The bridge's deck is deteriorating and wooden sheeting is in place to prevent crumbling concrete from falling on traffic below.



**Significant deterioration and wooden sheeting can be seen on the underside of the Providence Viaduct, which carries I-95 through the heart of Providence.**

RIDOT intends to replace this bridge, and will build a new span to carry traffic during its replacement. The bridge will cost approximately \$150 million to replace.

Another major project is the Route 6/10 Interchange, where a major east-west limited access highway (U.S. Route 6) meets a north-south bypass for I-95 (Route 10). The entire network of roads and bridges needs to be replaced, an effort expected to cost about \$297 million.

Most of the interchange's 11 bridges are nearly 50 years old, and require frequent repairs. The interchange services approximately 98,000 vehicles per day, far surpassing its design capacity.

## Bridges

Rhode Island's percentage of structurally deficient bridges ranks the State among the highest in the nation. Federal Economic Stimulus funds would support the rehabilitation and reconstruction of bridges including the Washington Bridge (\$15 million), I-295 over the Blackstone River (\$8.5 million) and the Jamestown-Verrazzano Bridge (\$6 million).

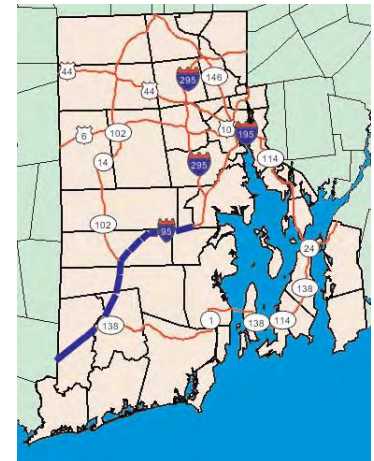
**The Jamestown-Verrazzano Bridge connects North Kingstown and Jamestown**



## Resurfacing

Rhode Island overall has an aggressive Pavement Management Program, however aging infrastructure and insufficient funding have led to the deferment of needed roadway resurfacing and reconstruction projects. A prime example is I-95 in southern Rhode Island, which has not been resurfaced in more than 15 years.

**With Economic Stimulus funds, RIDOT will begin the first phase of a 25-mile project to resurface I-95 in southern Rhode Island.**



## Economic Stimulus = Jobs in R.I.

- 50 “ready to go” projects worth more than \$150 million.
- 5,000 new jobs: 1,600 direct; 3,400 indirect.
- Construction industry down 23%; waiting to accept this new work.

## Major Program Areas

### 1R

This is a simple repaving of the existing roadway and replacement of existing curbing and sidewalks (25 projects).

### Bridge Rehabilitation

Rebuilding or replacing existing bridges (16 projects).

### Maintenance

These projects normally cost less than \$1 million each and represent projects such as striping, signing, and safety improvements (22 projects).

### Major Projects

Examples of this type of work would be the Providence Viaduct and the Route 6/10 Interchange (7 projects).

### Traffic Signals/Safety Improvements

This work normally involves the upgrading and/or replacing of existing traffic and pedestrian crossing signals (7 projects).

## Stimulus Stats

- Allows for the restoration of more than 50 miles, or 125 lane miles, of roadway.
- Addresses \$2.9 billion in under-investment in Rhode Island transportation infrastructure.
- Allows RIDOT to implement projects that have been deferred for years.

## RIDOT Quick Facts

### Miles of Roadway

State owned: 1,102  
Owned by others: 5,421  
Total: 6,523

### Bridges

State owned: 623  
Owned by others: 149  
Total: 772

### Lane-Miles of Roadway

State owned: 2,908  
Owned by others: 10,847  
Total: 13,755

### RIDOT Funding Sources

(In millions of dollars)

State (Gas Tax): \$ 97.2  
State (Bonds): \$ 40.0  
Federal: \$212.0  
Total: \$349.2

## For more information

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# Federal Economic Stimulus for Transportation

The need is obvious



**The Rhode Island  
Department of  
Transportation**

This structurally deficient bridge, supported by wood cribbing, is part of the Route 6/10 Interchange Project in Providence. The Federal Economic Stimulus package will help to move this \$297 million project forward.